

The Store *The* Ladies
FOR Women **BEEHIVE** Outfitters

New Things From New York City

Mrs. Copeland's selections from America's greatest fashion center. Strictly tailored waists, in plain white, polka dots, stripes, hair lines, etc. Long close-fitting sleeves, starched cuffs and collars. Ladies' suits—we are receiving daily the very newest things in suits, perfect in workmanship materials and trimmings.
Dress Goods—To this department we are adding constantly the approved fabrics for the Spring of 1909.

**OCEAN, BAR,
BAY, DOCK
AND RIVER**

The British steamship Boveric cleared from this port yesterday, for Manila and Singapore. The 250,000 feet of lumber she loaded here, from the Hammond Lumber Company's dock, is for the Government, and will be delivered at Manila. She will probably get out on the early flood this morning.

Captain Simon, of the British bark Donna Francesca, lying off the Tongue, has purchased a fine little launch from Robert Carruthers, for the service of the ship. The crew of that fine vessel will be paid off on the 12th of the coming month as their articles expire at that time.

The dandy Columbine, of the lighthouse fleet, came back in to port yesterday, after a 12-day run to the lower Oregon coast. The weather has been so inclement she could do practically nothing that she went out to do.

The steamer South Bay entered port yesterday morning from San Francisco, and went direct to the Hammond Lumber Company, for a cargo of lumber, for the return voyage.

The steamer Tamalpais arrived in yesterday from the Bay City and went on to the metropolis for another load of lumber.

The oil tank steamer Maverick came in from the California coast yesterday morning, and went on up stream without any loss of time at Astoria.

The steamer Argo came down yesterday morning early from Portland with a big load of freight for Tillamook waters and went to sea almost directly, Captain G. S. Dexter in command.

The steamship Rose City came down the river a little after midnight last night and will leave out for the Bay City at 4 o'clock this morning.

The steamer Sue H. Elmore went to sea and Tillamook Bay yesterday morning, with plenty of passengers and a good line of general freights.

The steamer Saginaw is due down this morning from Portland, laden with flour and lumber, for San Francisco.

The steamer W. S. Porter is due down from up river points this morning, outward bound for San Francisco.

When the steamer Lurline went up stream last evening at 7 o'clock, she had on her register J. E. Davis, L. W. Morton, the Misses Stoner and Walter, E. B. Taylor and W. S. Wood.

The steamers Nome City and St. Helen's are both due down from the Willamette river sometime tomorrow, en route to San Francisco.

The Astoria Lumber Company's steam launch Viking has been duly inspected by the federal inspectors and passed.

The steamship Arabia has reached San Francisco from the Orient and is due in this port on Monday next.

Capt. J. A. O'Brien of the American steamship "Northwestern" reports that in Hinchembroke entrance, Alaska, passed through large fields of ice both going in and coming out.

Also on February 14, 1909, in Lat. 50 30 min. N. Long. 139 10 min. W. took off the crew of the sloop "Nugget" which was abandoned. The crew of the "Nugget" reports having sighted a two-masted schooner dismasted in the same vicinity. John McNulty, Nautical Expert.

Notice To Mariners.
The following information affects the aids to navigation of the 13th Lighthouse District.

Washington—Columbia River—La Du Light was temporarily replaced, February 14, on the single-pile dolphin from which it was formerly shown.

List of Lights, etc., Pacific Coast, 1908, page 38, No. 145.

List of Buoys, etc., Pacific Coast, 1908, page 65.

Washington—Columbia River—St. Helen's Jetty Light. February 15 this light was temporarily replaced on the jetty in the position from which it was formerly shown.

List of Lights, etc., Pacific Coast, 1908, page 42 No. 166.

List of Buoys, etc., Pacific Coast, page 69.

Oregon and Washington—Columbia River—The following buoys found missing have been replaced.
Martin Island Bar Buoys 2 and 4, February 14.

Reeder Crossing Buoys, 4 and 6, February 15.

List of Buoys, etc., Pacific Coast, 1908, pages 68, 69 and 70.

Oregon—Willamette River—Coon Island Light. February 15 this light was moved to the edge of the bank on Coon Island, and will hereafter be shown, 10 feet above the water, from an arm on a white stake, at a point about 225 feet 271 deg. 00 min. true (NWN. mag.) from its former position.

List of Lights, etc., Pacific Coast, 1908, page 44, No. 187.

List of Buoys, etc., Pacific Coast, 1908, page 72.

Washington—Gray's Harbor Entrance—Outer Buoy, a PS 1st-class can, was replaced February 21, having previously been reported missing.

List of Buoys, etc., Pacific Coast, 1908, page 80.

**ASTORIA ROADS WEL-
COMES OWN FLEET**

**LIGHTHOUSE VESSELS NOW
SNUGLY BERTHED AT THE
BUOY STATION.**

Hampton Roads has just welcomed her fleet of white fighters and the whole world has encored her magnificent outburst of joyous pleasure in the great event. Astoria Roads, in a minor way, has a welcome for the lesser fleet of lighthouse service vessels that have made the 14,000 mile voyage around from the Atlantic to this, their home-port on the Pacific, and the four fine craft are now snugly berthed at the commodious docks of the Government buoy station under the westering shoulder of the famous Tongue Point.

The fleet was visited officially yesterday by Captain C. F. Pond, U. S. N., commanding this, the 13th lighthouse district, and duly inspected; and at the same time, Captain Pond adjusted the various assignments of officers and ships and made all arrangements for the dispatching of the officers who came out with the vessels from the East, under contract, to their homes on the Atlantic seaboard, and they will all depart in the course of a very few days. Superintendent R. C. Hart, accompanied Captain Pond on the tour of inspection.

The assignments of the vessels was as follows: The Manzanita, tender, to this port, for general duty, along with the Armeria, Columbine and Heather; the "Columbia River" (No. 88), to the place now occupied by lightship No. 50; the "Swiftsure" (No. 93), to the Swiftsure Banks, off the sea end of the Straits of Fuca; and the "Relief" (No. 92), to this port for special duty, in the event her services are needed in place of the lightships now, or to be, on duty off the coast.

Captain Olsen, now master of the lightship off the Columbia bar, No. 50, takes command of No. 93; and First Mate Rasmussen, of No. 50, goes to the command of No. 88. Captain Byrne, of the Heather, it is said, will take command of the new Manzanita, but who will succeed him on the Heather is not yet announced. The Relief lightship has had no assignments made to her as yet, and may not have, until necessity arises for it.

A representative of the Morning Astorian had the pleasure of visiting the new ships and was given carte blanche by Captain Pond to inspect them from stem to stern, a privilege that was gladly used, and one that resulted in more than a cursory "look in," he being made cordially welcome

previously been reported missing.
List of Buoys, etc., Pacific Coast, 1908, page 80.

NEW TO-DAY

Notice to the Public.
I desire to inform the public that I will not be responsible for any debts contracted by the firm of Olsen & Ecklund doing business at 110 Fifteenth street, unless same is authorized by me personally.
CHAS. ECKLUND.
Feb. 26, 1909.

Try our own mixture of coffee—the J. P. B. Fresh fruit and vegetables Badollet & Co., grocers. Phone Main

The Modern.
The best and most up-to-date tonorial parlor in the city is The Modern. Perfect comfort and service guaranteed to all. Excellent baths.

Wood and Coal.
If you want dry fir cordwood, inside fir, bark slab, or boxwood, ring up Kelly, the Wood and Coal Dealer, the man who keeps the prices down. Coal at \$7.00 per ton in your basement or \$6.00 at yard. Main 2191. Barn, corner 12th and Duane.

The Proper Place.
Go to the Occident Barber Shop if you are particular and desire first-class service. Satisfaction guaranteed. An expert bootblack and porter has also been engaged.

The very best board to be obtained in the city is at "The Occident Hotel." Rates very reasonable.

Piles Cured in 6 to 14 Days
PAZO OINTMENT is guaranteed to cure any case of Itching, Blind, Bleeding or Protruding Piles in 6 to 14 days or money refunded. 50 cents. Subscribe to the Morning Astorian. 60 cents per month.

by the officers of the little ships in severalty. The Manzanita was, of course, the center of attraction, being the biggest and handsomest of the quartette. She is a modern and beautiful vessel, of steel, frame, decks and spars, equipped with every new and useful thing that can be incorporated in a strictly up-to-date government craft.

Captain Albert Barron brought her out, and she was officered for the voyage by the following staff: First Officer, E. W. Bartow; Second Officer E. G. Freeman; Chief Engineer W. L. Brown; First Assistant Engineer Thomas McGrath; and Second Assistant Engineer L. S. Brooks. She carries a crew of sailors and firemen numbering 23 besides these gentlemen.

The Manzanita is elegantly and comfortably quartered throughout, with every possible convenience, being principally done in mahogany, maple, brass and plate-glass; she has patent baths and toilets; steam heating radiators; electric lights and fans in all quarters; powerful patent winches, sounding machines, and cranes for handling all the utilities of the service and the finest of launches and boats; her life launch being a 35 horse power automobile which easily makes 12 knots an hour in any kind of a sea a boat may venture in. She has steam steering gear, with telegraph engine indicators, Hyde windlasses, and all modern appliances for systemizing and simplifying her work in all directions.

Her engines are of the latest pattern; being triple twin-screw type, with piston valves employed throughout; one condenser for both engines; duplicate feed pumps, one circulator and one air pump; fresh and salt water sanitary pumps, separate; and an fire and general utility pumps, along with steering engines. She has two turbine driven dynamos, one of 10 horsepower and the other of 120 horse-power, for lighting the ship; and an evaporating and distilling plant that produces 2000 gallons of simon-pure drinking water every 24 hours. She has a one-pipe heating system with radiators all over the vessel, the first of its kind to be installed on these vessels, and a fine bank of Scotch boilers; and her proud chief reports that every detail of her mechanism worked like a charm for every mile of her vast journey around the "Horn."

She is a "pippin", and will be an ornament, as well as a splendid utility, on this big station. On the way out she demonstrated her capacity for towing by hauling the No. 88 for a distance of 1475 miles at a single stretch, to save the fuel of the plucky little ship she was conveying. The bunker capacity of the Manzanita is 125 tons for a 12-day run.

In describing one of the other three, the fleet of lightships are practically covered. They are "all of a piece," class, build and equipment; stout and sturdy and seaworthy to the last degree; clean and orderly and possessing every device. They do not differ radically from the ships now in service here, save in such later utilities as have been devised and applied in the course of their newer construction. They are officered as follows:

No. 88—Captain, S. M. Tanning; first officer, Charles Ward; second officer, Charles A. Modaar; chief engineer, Walter Cassell; first assistant engineer, George Blinn; second assistant engineer, Ernest Lof. Her crew numbers 11 besides these officers. She makes eight knots an hour at sea, and carries 100 tons of coal.

No. 92—Captain, George H. Toon; first officer, Fred R. Bergman; second officer, Jacob Nelson; chief engineer, Charles Harrison; first assistant, Fred Valden; second assistant, George Frey; crew, coal tonnage, and speed the same as the other lightship.

No. 93—Captain, W. H. Phillips; first officer, Eric Nelson; second officer, Charles Ellidge; chief engineer, Charles Steele; first assistant, W. C. Farnham; and second, assistant, Edward Meyers. In all respects she is the mate of her sisters, differing from them only in being painted a warm buff instead of a flaming red.

These gentlemen are all looking for an early departure for the East, all of them being men of families, and though they each and all have the kindest word possible for the Pacific, San Francisco, and Astoria, they are a unit in their desire to get back home. They are, in the main, all young men well trained to their posts and competent in the last degree, as their success in bringing this frail fleet over the vast course they did, without loss of man, bolt or spar. The Morning Astorian wishes them luck and safety on the return journey.

Captain Pond said yesterday that the Heather would be down from Portland in the course of a few days, ready for sea, and the task of setting the new bar range-light that is figure in the approved plan for sim-

Distinctive Suits

Spring 1909 Special

TODAY

\$21.00



Made of French serge—Jackets 36 inches long trimmed with Bengaline straps hipless or semi-fitted effect, skirt is gored, trimmed with buttons and bias fold, lined throughout with liberty finished satin colors navy—old Rose reseda—Copenhagen
DISPLAYED IN WINDOW

Simington Dry Goods Co

plying the entire of steamers over the Columbia barrier; after which she will proceed to the mouth of the Coquille and put in a whistling buoy in place of the minor aids now there, following this with the setting of another whistling buoy to mark the Duncan Rocks, off Cape Flattery.

Captain Pond returned to Portland on last evening's express, having come down from the Buoy station on the Manzanita, which tied up at the foot of Ninth street and was visited by scores of people glad of the chance to inspect her.

AMUSEMENTS

"THE KERRY GOW."

On Sunday evening next at the Astoria Theatre, Arthur Cunningham, who in the past few seasons has won an enviable reputation for his singing of the baritone roles with the best organizations in the country. Mr. Cunningham has demonstrated thoroughly that he is also an actor of no mean ability, and has been selected by Joseph Murphy the veteran actor as his successor in his famous Irish play, "The Kerry Gow." It will be in this popular play that Mr. Cunningham will be seen in this city. Mr. Cunningham is ably supported by a large company and complete scenic production.

"UNCLE TOM'S CABIN."

Col. Sawyer's great pack of genuine Siberian bloodhounds are beyond question the finest lot of canines of that strain ever found in this country. They are somewhat larger than our Rocky Mountain lions and much more strongly made but, when aroused or on a trail, have all the fleetness and activity of these animals. These famous hounds are touring with Stetson's "Uncle Tom's Cabin" Company this season and will appear at the Astoria Theatre on March 1st when this great organization plays here.

BRADEN-ADAMS MEAT CO

EGGS! EGGS! EGGS!
Another Big Drop.
5 dozen Fresh Oregon.....\$1.00
2 dozen Fresh Oregon.....45c
1 dozen Fresh Oregon.....25c
Butter, per roll.....65c and 70c
Chickens to fry, roast or boil.....22c
Choicest of half or whole hams, 15c
Choicest of bacon.....17½c
Lard, 5-lb. pails.....65c
We have nothing but choice steer beef, prime mutton, pork and veal. We do not buy the refuse of old cows, bulls and stags of the Portland Stockyards that will not stand inspection and ship them to Astoria with a substitution of burlap for fat. Of course, 75 out of 100 buyers don't know the difference when such meat is cut up and laid out on the counters. Ask your doctor if that kind of meat is wholesome. There is just as great a difference in the quality of meats as dry goods, dress goods, or anything you wear; but you should be more particular what you eat. The best can always be had at the

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Direct from Norway
another shipment
of
**CHRISTIAN
Bock Beer**
\$2.00 per doz.
AMERICAN IMPORTING CO.
Importers and Wholesale Liquor Dealers

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ASTORIA IRON WORKS
DESIGNERS AND MANUFACTURERS
OF THE LATEST IMPROVED
Canning Machinery, Marine Engines and Boilers
COMPLETE CANNERY OUTFITS FURNISHED.
Correspondence Solicited. Foot of Fourth Street.

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Wagons—Pianos Moved, Boxed and Shipped.
433 Commercial Street. Main Phone 1271

CASTORIA
The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of *Chas. H. Fletcher* and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

What is CASTORIA
Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. It cures Diarrhoea and Wind Colic. It relieves Teething Troubles, cures Constipation and Flatulency. It assimilates the Food, regulates the Stomach and Bowels, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.
GENUINE CASTORIA ALWAYS
Bears the Signature of
Chas. H. Fletcher
The Kind You Have Always Bought
In Use For Over 30 Years.
THE CASTORIA COMPANY, 27 MURRAY STREET, NEW YORK CITY.

JUST ARRIVED
Ladies' Tailored Waists.....\$1.50
White Dress Linen.....35c to 50c a yard
Bed Spreads.....\$1.00 to \$3.00
Curtain goods.....15c to 50c a yard
Dress gingham.....12½c a yard
SATURDAY SPECIALS
Tan Hose (regular 50c value), double soles.....35c a pair
Black Lisle Hose (regular 50c value), double soles.....35c a pair
14-qt. Enamel Dish Pan, our regular 65 center (1 to family), 35c ea.
Another 10-cent Enamel ware assortment to sell at.....7c each
THE PLACE FOR BARGAINS ALL THE TIME.
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